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ANNUAL REPORT

July 1, 1947 to June 30, 1948

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July 1, 1948

To the Honorable Senate and House of Representatives
in General Court Assembled:

The Massachusetts State Planning Board herewith submits its report
for the fiscal year ending June 30, 1948.

There were two changes in the membership of the Board during the year. Due to pressure of other business, Mr. Robert C. Nordblom found it impossible to continue to serve and resigned his membership. Mr. Frank Ross was appointed by the Governor to fill Mr. Nordblom's unexpired term. Mr. Arthur T. Lyman succeeded Mr. Archibald K. Sloper as Commissioner of Conservation. Thus the ex officio membership of the Board was changed. Elisabeth M. Herlihy, the Chairman of the Board, was reappointed for a six-year term ending September 18, 1953.

TRANSPORTATION

Highways

Shortly after the close of the 1947 legislative session, the Governor issued to the Commissioner of Public Works, the Chairman of the State Planning Board, and the Chairman of the Metropolitan District Commission, a directive constituting them a Joint Board for the purpose of preparing a Master Highway Plan for the Boston Metropolitan Area. Immediately upon receipt of the directive, an organization meeting of the group was held and the Commissioner of Public Works was elected Chairman. Three engineers from each of the agencies represented on the Joint Board and the District Engineer of the Public Roads Administration, Federal Works Agency, were named as a technical committee. The Metropolitan Project Engineer of the State Planning Board was secretary of the Joint Board and named chairman of its Technical Committee.

The Joint Board engaged an outstanding firm of consultants to make an exhaustive study on which to base its recommendations. Available to this firm of consultants was an Origin and Destination traffic survey conducted by the Department of Public Works in cooperation with the Public Roads Administration, Federal Works Agency. An agreement was reached under which fifty per cent of the cost of the services of the consultants would be met by the Department of Public Works and fifty per cent by the Public Roads Administration.

A preliminary report on a Master Highway Plan for the Boston Metropolitan Area was submitted to the Governor on December 1. The Department of Public Works submitted to the Governor and to the Recess Committee on Highways and Motor Vehicles at the same time a ten-year highway plan for the portion of the State not covered by the Master Highway Plan for the Boston Metropolitan Area. The estimated cost of this plan was \$352,012,000. The report called attention to the decline in the development of the State Highway system which it attributed to diversion of highway funds; rapid increase in motor vehicle travel; increased cost of labor and material and curtailment of highway construction during World War II.

The final report of the Joint Board was presented to the Governor in February. The estimated cost of the projects recommended was \$322,000,000. The Board made the following recommendations:

1. That the Plan be adopted as the Master Plan of Highways for the Boston Metropolitan Area;
2. That its financing be implemented in part by a proportionate share of a State-wide additional gasoline tax of one cent per gallon;
3. That its cost be paid insofar as practicable by long-term general-obligation bonds of the Commonwealth;
4. That a complete study of the feasibility of toll collection on the expressway system be instituted immediately by the Joint Board;
5. That legislation providing for the relocation of tenants of properties affected be enacted;
6. That legislation providing for the control of the development of land related to highway projects be enacted;
7. That consideration be given to the desirability of conducting parking surveys in Boston and other municipalities;
8. That the Joint Board be continued for the purpose of assisting in the preparation of legislation and in further development and effectuation of the Master Plan;
9. That the policy of highway master planning as established by this report be expanded to cover the other metropolitan areas throughout the State, to be based upon origin and destination studies by the Department of Public Works, the same to be correlated with the ten-year program of the Department by joint action of the Department of Public Works and the State Planning Board.
10. That funds be appropriated to carry out the provisions of recommendations IV and IX above, recommendation IX to be on the basis of Federal funds participating.

As a means to implementing the Master Highway Plan for the Boston Metropolitan Area and the highway plan for the balance of the State, the legislative committee on Highways and Motor Vehicles filed a bill providing for a bond issue of \$100,000,000 for highway construction. The Board was joined in its support of the bill by public and quasi-public organizations in the Boston Metropolitan Area interested in highway development. It passed the House but on the question of enactment in the Senate, the necessary two-thirds vote for a bond issue was not obtained. Efforts will doubtless be renewed in the next session of the Legislature to secure the adoption of the Metropolitan Master Highway Plan and legislation for carrying it into effect.

The Board favored a bill sponsored by the Boston City Planning Board which provided for Union Truck Terminals in any city which accepted the provisions of the legislation. This measure, it felt, would go far toward allevi-

ating traffic congestion. The bill was not enacted but an order was adopted directing the Legislative Committee on Transportation to sit during the recess of the General Court for the purpose of investigating the question of union motor truck terminals.

At the request of the Mayor of Boston, the Board is represented on the Mayor's Committee to study the question of providing fringe parking areas near Rapid Transit terminals in order to alleviate traffic congestion in Boston.

Rapid Transit

The Trustees of the Metropolitan Transit Authority requested the assistance of the Board in the preparation of plans for the construction of an additional two-track subway between Park Street and Scollay Stations, and for the enlargement and extension of Park and Boylston stations so as to form one continuous four-track station from Park Street to Boylston Street. This request was in accordance with the direction given to the Metropolitan Transit Authority in the act creating it. The act provides that the Authority may avail itself of the services of State boards and commissions.

The plan prepared by the staff was accepted by the Board and transmitted to the Metropolitan Transit Authority. Legislation providing for the carrying out of this plan at a cost not exceeding \$11,500,000 was enacted as Chapter 622 of the Acts of 1948. The act also provides for the removal of the Washington Street elevated structure between the southerly end of the Washington Street Tunnel and Cedar Street, Roxbury and the provision of substitute subway facilities at an estimated cost of \$19,000,000. It further provides for study and report by January, 1949 by the Metropolitan Transit Authority relative to the removal of the elevated structure in Charlestown and in Roxbury from Cedar Street to Forest Hills. This legislation specifically authorizes the Authority to call upon the State Planning Board for assistance in the preparation of the plans.

The Metropolitan Transit Authority requested the further cooperation of the Board in the preparation of plans of a rapid transit extension from Harvard Square to a point near Alewife Brook Parkway in Arlington and from there operation by high speed trolley over the Lexington Branch of the Boston and Maine Railroad to Arlington and over the Massachusetts Central Division to Waltham. The staff is at present working on these plans.

Aviation

At the suggestion of the Civil Aeronautics Administration, the Board prepared Airport Surveys for the Worcester and the Connecticut Valley regions of the State. Thus airport surveys of three regions of the State were completed. The first of these, issued in 1946, covers the Massachusetts Bay and Environs Area - Boston and the 100 cities and towns surrounding. The Worcester report covers Worcester County and the Connecticut Valley report covers Franklin, Hampshire and Hampden counties.

These reports were released by the Board for general distribution with the approval of the Civil Aeronautics Administration. They consisted of an assemblage of factual data covering the background and present status of aviation and airport facilities in the area; types of planes, plane use and

airport requirements; airport capacities; factors influencing airport locations and general area locations. The surveys also contained predictions as to future airport traffic and the number of airports required and suggested new airport locations.

W A T E R

Flood Control

In accordance with the policy adopted in the Federal Flood Control Act and the Rivers and Harbors Act in 1944 to recognize the rights and interests of the states in determining the development of the watersheds within their borders, the Army Engineers, before proceeding with any project, request the approval of the Governor of the State. In Massachusetts the Governor has designated the Chairman of the State Planning Board as the official representative of the Commonwealth to handle for him matters in connection with flood control and navigation under this procedure. The following projects were referred to the Board for recommendation:

Flood Control Dam and Reservoir - Scott's Brook, Plainville, Mass.

This is a small stream about 2.6 miles long rising in Plainville, Massachusetts and flowing through a section of North Attleboro to the Ten Mile River which in turn empties into the Blackstone River. Flash floods on this stream occur two or three times a year due to heavy rains and the constriction of the channel and culverts. The average annual flood damage amounts to only \$500 whereas the estimated annual costs for protection are far in excess of the annual benefits. The Board concurred in the finding of the United States Army Engineers that the benefits resulting from the proposed improvement would not justify the expenditure proposed and so advised the Governor.

Barre Falls Flood Control Reservoir in the towns of Hubbardston, Rutland and Barre.

This reservoir is on the Ware River approximately four miles above the Cold Brook intake of the Metropolitan District Commission. It is a unit of the comprehensive flood control system proposed for the Connecticut River. It will afford substantial protection to property along the Ware and Chicopee Rivers. The Board, in this case, recommended to the Governor that he advise the United States Army Engineers that the State not only favors proceeding with the construction of the reservoir but believes that the protection available through its construction is vital to the safety and well-being of the people within the area. The area for the reservoir involves for the most part land of the Metropolitan District Commission and a small parcel of property owned by the Department of Conservation. The approval of the Board was, therefore, made subject to conditions acceptable to the Metropolitan District Commission and the Department of Conservation.

Provincetown Harbor Improvement.

The Board advised the Governor that the proposed improvement which consists of the construction of a breakwater 3,000 feet long at an estimated cost of \$1,520,000, would benefit the local fishing industry and provide protection for vessels of the fishing fleet, Coast Guard, rescue craft and certain vessels of the United States Navy permanently stationed in the harbor, and also would improve the value of the harbor as a refuge in time of storm for fishing vessels from other ports operating off Cape Cod. The Board also advised the

Governor that the ratio of benefits to costs indicates that the recommended plan is economically justified and that contingent upon the Governor's approval, it would recommend to the Legislature that it authorize the payment of the State's share of the cost of the improvement.

Buzzards Bay Improvement.

This involves the dredging of the channel from Buzzards Bay to Buttermilk Bay to a depth of 7 feet at mean low water and 100 feet wide through the sand bar across the channel. This dredging was necessitated by the improvement of the Cape Cod Canal and the restoration of the channel, and therefore, is properly the responsibility of Federal Government and the Governor was so advised.

At the request of the U. S. Department of Agriculture, the Board called a meeting of persons interested in flood control for the purpose of acquainting them with the activities of the department in flood control work. The Department's approach to the problem is largely from a land management angle. It acts in cooperation with the Army Engineers.

Through the courtesy of the Chairman of the Metropolitan District Commission, the meeting was held in the hearing room of that Commission. It was attended by representatives of the Army Engineers, the Wild Life Service, the Department of the Interior, the Weather Bureau and the Massachusetts Forest and Park Association.

By designation of the Governor, the Chief Engineer attended the National Water Conservation Conference held in Kansas City, Missouri. This conference was devoted to a consideration of flood control and pollution measures and to ways and means of organizing against Federal encroachment of State's rights. The conference stressed the necessity for a survey of the overall problems involved in the water resources of the Nation. From this survey would be obtained factual basis for recommendations to Congress for legislation to establish overall principles that would permit the most practical, desirable and best use of the water resources of the nation.

Also by designation of the Governor, the Planning Engineer of this Board attended the Portsmouth, New Hampshire conference of the New England Council on September 12. One session of this conference was devoted to flood control matters.

Pollution

The annual report of last year recorded ratification by the Legislature of a compact initiated by the State Planning Board and entered into by Connecticut, Rhode Island and Massachusetts providing for the abatement of existing pollution and the control of future pollution of interstate waters. The legislation provided that the compact should become effective upon the adoption by any two contiguous states of New England, but only insofar as applied to those states, and upon approval by Federal law. On July 31, 1947, the necessary Federal approval of the compact was obtained in the form of Public Law 292. Under the terms of the legislation, the other New England states may also bind themselves by compact to control pollution of interstate waterways. The legislation also provides that upon agreement of a majority of the New England states, the State of New York, upon taking the necessary action to do so, may become a party to the compact for the purpose of a controlling and

abating the pollution of waterways common to New York and the New England states, but excluding the waters under the jurisdiction of the interstate sanitation commission (New York, New Jersey and Connecticut).

Thus the machinery has been set up to correct the seriously polluted condition of waterways in New England and in New York where it affects New England waterways.

The necessity for cooperation among the New England states in order to secure flood control prompted the New England Governors in November 1947 to reconstitute the New England Interstate Flood Control Committee, originally established by them in Hartford, Connecticut in November 1945. The Chairman of the State Planning Board, the Director of the Division of Waterways of the Department of Public Works and the Attorney-General of the Commonwealth were again designated by the Governor of Massachusetts as the Massachusetts members of the Commission.

The newly constituted committee reorganized at a meeting early in January by electing a member from Connecticut as Chairman of the group, a member from New Hampshire as Vice-Chairman and the Chairman of this Board as Secretary. It was agreed that inasmuch as Massachusetts and Connecticut are the beneficiaries of any reservoirs constructed in the upper states, they should help to make up the loss of taxes and certain other economic losses occasioned by the taking of land for reservoirs in the up-river states and that the agreement as to the bases of such reimbursement should take the form of an interstate compact. It was also agreed that amendments to the Federal Flood Control and Power Acts should be considered by the Commission.

The committee made an inspection trip of the Vermont reservoirs from May 23 to May 26. It was accompanied on this trip by representatives of the Army Engineers. It will continue its deliberations and make its report to the governors of the respective states.

COMMUNITY PLANNING

As in previous years, the Board has continued its program of local assistance to municipalities in their planning and zoning work. In this connection, over 500 requests for information were received from approximately 150 communities. These requests may be classified as office visits, attendance at local meetings, letters, telephone requests. The percentage distribution of these requests by types was approximately as follows: (1) office visits, 20%; (2) letters, 55%; (3) telephone requests, 20%; and (4) field visits, 5%. These requests for information and assistance covered a wide variety of subjects including: zoning ordinance preparation and adoption, zoning board of appeals administration, local planning board establishment and administration, master plan preparation, subdivision plats and numerous special problems of community development and improvement such as parking, sites for public buildings, and shopping centers.

A number of requests were for information on particular phases of zoning not previously analyzed in detail by the staff; accordingly, new analyses of existing zoning laws were made to obtain this information. Among these analyses were "zoning provisions for minimum building size" and "zoning provisions for hotels, lodging and boarding houses, and clubs". The staff also assisted in the preparation of several zoning by-laws, particularly by reviewing by-laws prepared locally without technical assistance.

The revision of the Planning Enabling Act, effected by Chapter 340 of the Acts of 1947, resulted in a considerable number of requests for interpretation of particular provisions and for comparisons of new and old provisions. The complete text of the new act was accordingly published with marginal notations in an issue of "A Planning Forum" dated August, 1947. This issue also included a discussion of the new act, an outline of procedure for towns to follow in establishing or re-establishing a planning board under its provisions, and suggested subdivision regulations for adoption by planning boards acting thereunder. Two editions of this number of "A Planning Forum" were issued.

Members of the Board and of the staff attended and participated in several regional meetings and the annual meeting of the Massachusetts Federation of Planning Boards. The staff was also represented on the Community Development Committee of the New England Council. A staff member also participated in a series of radio broadcasts sponsored by the Extension Service to interest the farmer in planning and zoning.

A pamphlet entitled "Suggested Studies for Local Planning Boards" was prepared and published by the Board to serve as a guide book for local planning boards, particularly in the smaller communities. Other pamphlets and publications of the Board available for distribution prepared during this year included "Solving Problems of America's Growing Towns", "The Farmer and the Moving City", "Zoning in a Country Town" and "Procedural Steps for Adoption and Amendment of a Zoning By-law in Towns".

At the end of the year there were in Massachusetts 133 cities and towns having zoning by-laws or ordinances in effect. These communities contained over 85% of the total population of the State. There were, in addition, 182 official local planning boards in cities and towns containing over 92% of the total population of the Commonwealth.

INDUSTRY

During the year it seemed increasingly clear that economic trends following World War II will not parallel those after World War I. Certainly this is true as far as timing is concerned. The necessity of maintaining large armanent expenditures, together with other new factors, such as the floors established by the Government under prices of agricultural products, greatly increased power of organized labor and lack of the restrictions formerly imposed by the gold standard, are inflationary forces that did not exist following the first World War. Their ultimate influence is unknown. For this reason, more careful observation than ever must be maintained of the various statistical measures of industry, commerce and finance for signals of overstrain and maladjustment. Our industrial division has many calls for such data, particularly with respect to the economy of the Commonwealth.

The analysis of growth trends and conditions in individual cities and towns of the Massachusetts Bay area, mentioned in last year's report, also is attracting considerable attention among municipal officials, marketing and planning groups and others concerned with the population trends of specific places. More than fifty municipalities in the Greater Boston area already have been studied and others will be covered in the course of the program.

To keep the public informed as to the general trend of business in Massachusetts specifically, the Board's index of industrial activity is pub-

lished each month. It includes as component factors the index of industrial employment issued by the Department of Labor and Industries, the floor area of new building construction, consumption of electric current, pairs of shoes manufactured, and cotton-textile mill activity, thus serving in a general way as a reflector of the entire business of the State.

With the same purpose of interesting the people of the Commonwealth in their own State, the staff also issues each week a page of miscellaneous facts entitled "Do You Know Massachusetts?" which is regularly published by about fifty local newspapers. In addition to matters of general or historic interest, each release includes a reference to some specific planning or zoning activity. The release is used by some 400 school teachers in the State as a source of information and suggestions of topics for class discussion.

COOPERATION

Chapter 68 of the Resolves of 1947 provided for a special commission to make a survey and study of problems relating to veterans, including housing and hospital facilities. The resolve provided that the commission, in cooperation with the State Board of Housing and the State Planning Board, should specifically study housing facilities in relation to veterans. The recommendations of this commission resulted in the enactment of legislation providing for financial assistance by the Commonwealth to housing authorities in order to alleviate the housing shortage for veterans.

Legislation was also enacted upon the recommendation of the Recess Commission providing for an extension for five years of the life of the Emergency Housing Commission. The Chairman of this Board serves as a member of this Commission created by Chapter 592 of the Acts of 1946, and continued by Chapter 567 of the Acts of 1948. The Commission is authorized as follows:

Upon appeal by any person aggrieved by the refusal of a local zoning board of appeals or of a local building board of appeals to reverse any order or decision of any inspector of buildings or other administrative official having similar duties, the Commission, by an affirmative vote of four of its members, may reverse such order or decision, decide in favor of the applicant or effect such a variance.

Chapter 69 of the Resolves of 1947 provided for a special commission to make an investigation relative to the immediate relief of traffic, housing, street lighting and recreational conditions in the City of Boston. This commission, in addition to the legislative members, consisted of the members of the State Planning Board and the members of the State Board of Housing. The State Planning Board designated the Chairman and Mr. Howard to act for it on this Commission. The Commission's recommendations with regard to housing were also made a basis of the legislation enacted to alleviate the housing shortage for veterans. The Commission also made recommendations with regard to the other matters which were referred to it but no legislation was enacted as the result of these recommendations.

The Chairman continued to serve as a member of the Commission on Interstate Cooperation. This membership is provided for in the act establishing the Commission, Chapter 404 of the Acts of 1937. The Commission was

represented at interstate meetings called for the purpose of considering problems common to several states, among which were highway, fire protection, social welfare and forestry matters. Detailed reports of the activities of this commission are to be found in their annual reports which are printed as legislative documents.

The Chairman is a member of the Executive Board of the Greater Boston Development Committee. She also accepted membership on the Committee on Census Tracts of the Community Council. The work of this committee was the outlining of proposed tracts to be followed by the United States Census Bureau in reporting the next census. The staff member in charge of industrial studies was delegated to represent the Chairman on this Committee.

LEGISLATION

The Board submitted to the 1948 Legislative session recommendations for legislation as follows:

The first recommendation of the Board provided for legislation further regulating the recording of plans of land in Registries of Deeds, and regulating the filing of plans of land in the Land Court.

As a means of enforcing municipal subdivision control, the Board of Survey Act and the Improved Municipal Planning Enabling Act prohibit the recording in the Registry of Deeds of plans showing proposed ways unless such plans have been approved by the board of survey or the new type planning board.

The provisions of these acts do not, however, expressly apply to the filing of plans in the Land Court and accordingly the limitations on recording are not completely effective. Furthermore, there is no express procedure established for determining that the ways shown on the plan are proposed ways within the context of the acts, and that, therefore, the plans should have local approval.

Accordingly the Board filed this legislation to clarify and extend the effectiveness of the existing regulations relative to the recording of plans of land involving proposed private ways.

This bill was referred to the Committee on Legal Affairs of the Legislature. At the public hearing on the bill, opposition developed principally from registers of deeds. The committee referred the matter back to the proponents and the opponents for the purpose of reconciling their differences. After several conferences, agreement was reached and the bill was redrafted and submitted to the Committee on Legal Affairs. The committee, however, gave the bill an adverse report, which was accepted in both branches of the Legislature. Accordingly the measure failed to be enacted.

The second recommendation of the Board provided for the enactment of legislation relative to payments by the Commonwealth to certain municipalities in reimbursement of loss of taxes by reason of property taken for flood control.

In the case of three flood control dams and reservoirs which had been constructed or were under construction by the New England Division of the Corps of Engineers, United States War Department, legislation was enacted to provide for payments by the Commonwealth to the municipalities affected for loss of taxes on property taken. Accordingly this legislation was recommended to provide for similar reimbursement in the case of property taken in the future. The Board felt it was desirable to secure general legislation which would apply in the case of land takings for flood control in all future cases rather than to go to the Legislature in each specific case. The Legislature, however, did not agree, and the recommendation was given an adverse report.

The third recommendation related to certain harbor and waterway improvements and was for the purpose of enabling the State to make the small local contribution required, the Federal Government having provided the major portion of the expenditure. The recommendation was accepted and enacted as Chapter 62 of the Resolves of the current year.

In addition the Board sponsored legislation providing for the granting of consent by the Commonwealth to the acquisition by the United States of Land for the Barre Falls Flood Control Project. This was enacted as Chapter 594 of the Acts of 1948.

The Legislature of 1948 by Chapter 39 of the Resolves directed the Board to make an investigation relative to all land owned by the Commonwealth which is suitable for veterans' housing projects, and is not currently required by, or being used for, any other public purpose. The report must be made by the first Wednesday in December in the current year. The study has been organized and is being carried on under the direction of the staff member in charge of community planning.

M A P S

Maps published by the Board have been furnished to Federal, State and Municipal agencies at cost of printing, in conformity with established policy.

Demand has continued for outline maps of the Commonwealth, maps of the Boston Metropolitan Area, and the Land Use series.

In the last fiscal year a map was published by the Board showing seven "Planning Regions" in the Commonwealth and a table of pertinent statistics was published for Region Five. Statistical tables have since been completed and published for the other six regions and are available singly or in a folder of seven tables giving complete State coverage. The tables list date of incorporation, population, area, valuation, tax rates, tax levy, etc., of the various cities and towns. These seven "Planning Regions" set up by this Board for study and survey purposes have been adopted by the Massachusetts Federation of Planning Boards.

At the request of the Massachusetts Development and Industrial Commission the Board prepared a map showing the location and type of winter sports facilities. The map was incorporated in a booklet entitled "Massachusetts Winter Sport Facilities" and was given wide distribution.

At the request of the same commission the Board prepared a map showing the location of coastal towns and the location of the various types of salt water game fish. This map was incorporated in a booklet published by the Development Commission entitled "Marine Fishing Guide".

At the request of the Department of Agriculture and the Development and Industrial Commission (cooperating with the Ninth Annual Nashoba Apple Blossom Festival) the Board prepared maps showing the location of the festival and main routes thereto. The maps were included in the program of the festival.

At the request of the Commission on Administration and Finance and the State Library the Board prepared a "Chart of State Organization". The chart shows the Legislative, Executive and Judicial branches of the government and the commissions and departments thereof. Commissions with ex-officio members from the State service, and commissions to which the Governor makes appointments, are also shown. The chart is being distributed by the State Library.

The United States Geological Survey in cooperation with the Massachusetts Department of Public Works has continued the publication of its geological plates of the seven and one-half minute series. Of an eventual one hundred and eighty-seven plates, one hundred and seventy-three have been published and are available to the public through the U. S. Geological Survey in Washington or through designated retail outlets in the State. A complete file of these plates is maintained by the Board for reference purposes. An index map of these plates, published by the Board, is available to the public. Plates presently available are so designated. It is anticipated that the remaining unpublished plates will become available in the near future.

The Board cooperated with the Joint Board for the Metropolitan Master Highway Plan and its consultants by making available the many maps, plans, charts, and estimates in its files.

The following is a statement of appropriations and expenditures for the fiscal year - July 1, 1947 to June 30, 1948:

	<u>Appropriation</u>	<u>Expenditures</u>	<u>Balance</u>
Personal Services	\$48,420.00	\$48,595.46	\$824.54
Expenses	12,500.00	12,497.88	2.12
Departmental Income -	\$178.96		

Financial Statement Verified (Under requirements of C. 7, S 19 GL) Jan. 3, 1949
By Joseph A. Prenney for the Comptroller
Approved for Publishing - F. A. Moncewicz, Comptroller

Respectfully submitted

State Planning Board

Elisabeth M. Herlihy, Chairman
Henry I. Harriman
Frank W. Howard
James A. Britton
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Richard K. Hale, Dept. of Public Wks
Vlado A. Getting, M.D.
Commissioner of Public Hlth
Arthur T. Lyman
Commissioner of Conservation
William T. Morrissey, Commissioner
Met. District Commission

